

MEETING RECORD

NAME OF GROUP:	TECHNICAL COMMITTEE MEETING
DATE, TIME AND PLACE OF MEETING:	October 4, 2019, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10 th St., Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	David Cary – Planning Department, Pam Dingman – County Engineering, Tom Casady - Lincoln Transportation and Utilities, Paul Barnes and Kellee Van Bruggen – Planning Dept., Gary Bergstrom – Health Dept., Kris Humphrey and Randy Hoskins – Lincoln Transportation and Utilities, Michael Davis – StarTran, Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation (NDOT), Chad Lay – Lincoln Airport Authority, Larry Legg – County Engineer, Roger Figard – Railroad Transportation Safety District (RTSD) and Lynn Johnson – Parks and Recreation: (Dan Marvin – Urban Development Department absent). Allan Zafft and Teresa McKinstry of the Planning Dept. and other interested parties.

Chair Pam Dingman called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Dingman then requested a motion approving the minutes of the meeting held April 24, 2019. Motion for approval made by Cary, seconded by Figard and carried 10-0: Barnes, Bergstrom, Cary, Dingman, Figard, Goodbarn, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Casady, Davis, Hoskins, Humphrey and Johnson abstaining; Marvin absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A. LINCOLN ROSA PARKS WAY TRAIL PROJECT: REVIEW THE PROGRAMMING FOR ROW, CONSTRUCTION AND CONSTRUCTION ENGINEERING AND UPDATE BUDGET TO REFLECT LATEST ESTIMATES; B. STARTRAN PURCHASE/FINANCING OF FULL SIZE BUSES PROJECT: REVISE FEDERAL FUNDING TO REFLECT THE FEDERAL GRANT AWARD TO PURCHASE ELECTRIC BUSES AND ELECTRIC CHARGING STATIONS; C. LINCOLN TRANSPORTATION AND UTILITIES TRANSPORTATION SYSTEM PRESERVATION (TSP) PROGRAM: REVISE THE ANNUAL PROGRAMMED AMOUNTS OF THE TSP PROGRAM WHICH REFLECT THE ADDING OF SIX PROJECTS TO THE TSP GROUP PROJECT LISTING; AND D. LINCOLN TRANSPORTATION AND UTILITIES TRANSPORTATION SYSTEM OPTIMIZATION (TSO) PROGRAM: REVISE THE PROGRAMMED AMOUNT OF A FEDERAL FUNDING SOURCE IN FY 2020 AND ADD TWO PROJECTS TO THE TSO GROUP PROJECT LISTING:

Allan Zafft is new to the Planning Dept. and MPO. He started in July of this year. He has been in transportation for about 18 years. He was in Grand Island, Nebraska for about three years and before that, in the private sector. Before that, he was with the Missouri Dept. of Transportation for about 13 years.

This amends two projects and two programs. The first is the Lincoln Rosa Parks Way Trail project. This is to reprogram right-of-way and construction phases, and add construction engineering. This will reflect the latest cost estimates.

The second proposed amendment is StarTran purchase and finance of full size buses. This revises the federal funding and adds state revenue.

The third is regarding the Transportation System Preservation Program. This revises the federal funding. Six projects have been added to the group listing: S. 56th St., Randolph St., 1st St. and Cornhusker Hwy., 9th St. and A St., N. 84th St. and College Park and 66th and Cotner Blvd./Adams St.

There is also a proposed change to the Transportation System Optimization Program to revise the programmed amount of federal funding and add projects to A St. - 40th St. to 56th St. and Adams St. - 36th St. to 48th St.

Davis noted that the StarTran funding will be for four electric buses and three CNG.

ACTION:

Bergstrom moved approval of all revisions to the TIP as proposed, seconded by Hoskins and carried 15-0: Barnes, Bergstrom, Cary, Casady, Davis, Dingman, Figard, Goodbarn, Hoskins, Humphrey, Johnson, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Marvin absent.

REVIEW AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN:

Zafft stated that these changes arise from the last Technical Committee meeting. Not many MPO 's (Metropolitan Planning Organization) have a management plan in place. The proposed changes are as follows: The reference to MAP-21 will be replaced with FAST Act to reflect the current federal transportation legislation. NDOR (Nebraska Dept. of Roads) is being changed to NDOT (Nebraska Dept. of Transportation). MPO subcommittee's quarterly meetings will be omitted and changed to state they will meet as circumstances arise. The Memorandum of agreement between the Lincoln MPO, StarTran and NDOT will be referenced. That was updated last year and additional language was added. There are also some questions regarding MPO membership. Public Works & Utilities needs to be changed to Lincoln Transportation & Utilities. For voting members, one line references Lincoln City Engineer/RTSD.

Figard inquired if the bylaws state there is to be a certain number of members. Zafft responded that they state eight members are needed for a quorum.

There was a discussion regarding these two separate positions. It was agreed by committee members that the Management Plan should reflect that these are two separate positions.

Barnes stated that the Officials meeting is scheduled for two weeks from today. Staff can report back on any discussion they may have on this item.

Lay questioned if there could be a non-voting position. Barnes agreed that there are non-voting positions, but believes that RTSD should be represented as a voting member. He is hearing that this group is leading towards RTSD needs to be kept on as a separate role. Staff can do more research.

Cary suggested this body could recommend all changes to Officials Committee, with the exception of the voting member position. He reiterated that staff could do more research on this matter and report back to Technical Committee.

Figard would prefer to see the voting members listed as two separate positions of Assistant Director of Transportation and RTSD. He believes that both positions need to have a voice on this committee.

ACTION:

Legg moved approval of the amendments as written and directed staff to research splitting the voting membership position of Lincoln City Engineer/RTSD into two separate voting member positions of Lincoln City Engineer and RTSD, seconded by Davis and carried 15-0: Barnes, Bergstrom, Cary, Casady, Davis, Dingman, Figard, Goodbarn, Hoskins, Humphrey, Johnson, Lay, Legg, Van Bruggen and Wacker voting 'yes'; Marvin absent.

BRIEFING ON THE LINCOLN/OMAHA INTERCITY BUS FEASIBILITY STUDY:

Kari Ruse is the transit manager at NDOT. This is regarding the proposed inner city bus expansion between Lincoln and Omaha. The Mobility Management Project started a little over seven years ago. We catalog existing services, document vehicles and produced a study. Phase Two was much more active. The state was organized into separate regions and some strategies were implemented. We provide technical assistance to the Santee Sioux tribe. Phase Three launched in July of this year. The original contract includes 26 very specific tasks. We decided to concentrate on seven specific tasks. This is an implementation study. We have already held some stakeholder meetings. In 2003, NDOT hired a consultant to do a feasibility study for the purpose of rail. It was decided that rail is not as feasible as bus. There have been more current studies. Blueprint Nebraska indicated that transportation was a need in this corridor. We reviewed other programs in the U.S. One was from Cedar Rapids to Iowa City, Iowa. Another was Colorado statewide. This connect cities around Denver. This is the Bustang and Bustang Outridge service. The population of Cedar Rapids and Iowa City is smaller than Lincoln. They have a very robust service.

We recently launched a community survey. We asked if frequent bus service between Lincoln and Omaha would be beneficial. We only received two negative responses. We received many positive comments. There is a Technical Committee regarding this topic. Michael Davis from StarTran is on the committee. Burlington Railways, Express Arrow and Windstar are part of the committee as well.

There will be more stakeholder meetings in November 2019. At that time, we will have alternatives including where we want to stop and estimated costs. This is an idea that has been around for a long time.

Zafft was curious about the Lincoln stops. Ruse stated they are looking at park and ride stations, preferably on the north side of town. She likes the idea of stops at Innovation Campus. We have to be cognizant that we have to connect to StarTran and Omaha metro.

Dingman knows that the College of Engineering has a bus that runs between the Omaha and Lincoln campus. Ruse noted that they contacted them. They weren't very interested in a partnership. The bus is open to all faculty and students, so there was a concern on our part about capacity. Our approach now is to launch this and try to get the College of Engineering on our bus.

Casady inquired if there are other inter-city buses. Would the State of Nebraska run this? Ruse replied that the state funds this. Casady questioned who would administer this. Ruse replied that NDOT would administer and fund the service. In Colorado, the Dept. of Transportation bought the buses and hired an administrator.

Dingman has personally drove between the two cities for about five years and believes this is needed.

Ruse introduced Bill Bivin, the new Statewide Mobility Manager.

Barnes questioned future input phases. Will there be additional opportunities for comment? Ruse will be back with more information. Anyone should feel free to contact them with any questions.

Casady asked when the final report will be available. Ruse replied it will be in March 2020. Casady would like to speak up in support of bicycles. Ruse stated that vehicles will be required to have bike racks. There have been talks about how to connect with Bike Share and trails. Barnes would like staff to remember autonomous vehicles as well.

BRIEFING ON THE LANCASTER COUNTY WHEEL TAX:

Dingman stated we have discussed the possibility of a wheel tax in Lancaster County. This was discussed a lot in 2005-2006. There was an inter-local agreement that went forward creating the RUTS (Rural to Urban Transition for Streets) program. There was to have been a wheel tax in place to fund it. The County agreed to RUTS and not the wheel tax. This was a large unfunded mandate. The only street that has been graded to RUTS standard is three miles of 98th Street. Obviously the system is not working. The County has reached out to the cities of Waverly and Hickman. Last year, we completed the Lancaster County Transportation Task Force. Saltillo Rd., 148th St. and S. 68th St. are corridors with a large amount of crashes. Lancaster County has a dramatic shortfall for funding bridges. We haven't done anything to move forward and close this gap. There is a \$5 million shortfall per year for the next 20 years for roads. There is a \$9 million shortfall per year for 20 years, for bridges.

One recommendation from the task force is sales tax, and wheel tax. We want dollars focused on performance based engineering. We rely on the 1 & 6 Year Road and Bridge Construction Program. The plan doesn't necessarily speak to the needs of the system. If a fee was to be implemented, we looked at what would it generate. We are proposing that farm vehicles would have a reduction of 50 percent in the tax since they are not driven every day. We looked at taxing farm vehicles because there have been a lot of changes over the years. We see a lot of grain trucks on our roads today. During harvest time, some trucks can exceed the 40 tons. Our County bridges have seen some failures. Around \$3.4 million in additional revenue could be generated from this tax. A number of improvements on S. 68th Street could be done. Alternating between safety improvements and bridge improvements would be alternated. The first metric for success would be a reduction crashes and fatalities. The second would be reducing the overall number of gravel roads with more than 300 average daily traffic counts. The third would be to reduce the number of bridges on the system with sufficiency ratings of less than 50, bridges identified as scour critical and structurally deficient. There are currently a number of bridges closed. There are many bridges that are currently closed or permanently closed. There are 23 scour critical bridges and 39 scour susceptible bridges. Bridge Scour is the number one reason that a bridge fails. With the bomb cyclone of 2019, 20 bridges were added to the list. Sufficiency rating was another metric. We are hoping by the end of the year to have

all the bridges replaced that were in the 20's and 30's. There are 17 bridges with a sufficiency rating of less than 50. 3. 14 have no funding source.

The 148th Street Safety Study was done by FHU (Felsburg Holt & Ullevig). This said that by 2040, 148th St. has enough traffic to warrant a four lane divided road. We don't have shoulders on this road yet. We are looking at a number of intersection improvements. We are also aware that we have a dramatic speeding problem in Lancaster County.

Figard questioned if the numbers assume an East Beltway. Dingman responded that the numbers do not take an East Beltway into account. She believes it is safe to assume that an East Beltway will not be built any time soon.

She continued that the S. 68th Street Study recommended safety improvements. She has suggested some roundabouts, which hasn't gone over well.

At this time, the County Commissioners and Mayors of two cities are regrouping and deciding what to do to move forward with the wheel tax, based on the public input.

Davis noted that this looks at projects that are out 20 years. He inquired if the new funding mechanism would have a sunset. Dingman replied that the Joint Public Authority and bylaws haven't been created yet. There is no recommended sunset yet.

Bergstrom wanted to know what recommendations would be funded. Dingman stated that Hickman and Waverly have initially said they didn't have a problem designating their monies in the county.

BRIEFING ON UPDATING THE MPO LONG RANGE TRANSPORTATION PLAN:

Zafft stated that the current LRTP (Long Range Transportation Program) needs updating. According to federal law, this document needs to be updated every five years. We will be updating the LRTP along with the Comprehensive Plan. We will update the needs, goals and measures. The RFP (Request for Proposals) was issued August 27, 2019. Proposals are due by October 7, 2019. There is a team of folks from the County, City and NDOT to review the proposals. We hope to have those interviews done by the first week of November. We hope to proceed by January 2020. The goal is to have the new LRTP approved by the Officials Committee in November 2020.

Barnes added that the Technical Committee will be involved throughout the process.

DISCUSSION ON REVISIONS TO THE LINCOLN MPO 2040 LONG RANGE TRANSPORTATION PLAN – 2016 UPDATE (LRTP) FOR THE FLETCHER AVENUE PROJECT:

Dingman stated that one project being proposed is to pave Fletcher Ave. from 84th St. to 148th St. Waverly currently has lot of issues with truck traffic through town. Some years ago,

Amberly Rd. was paved and now Waverly has grown south of that road. The ADM (Archer Daniels Midland) plant creates a lot of truck traffic. Legg added that with the amount of truck traffic, shoulders would be needed as well.

Cary questioned the timing of the project. Legg answered that they were looking at year 2024-2025 of the TIP. This would roll into a physical constraint in next year's TIP. Zafft noted there is project prioritization next year. Cary added that we have been talking about the LRTP update process and beefing up the county plan in that document as well. We need to talk through how best to accomplish that.

Dingman stated that Lancaster County will continue to bring this project forward. It is one of the largest corridors of the county. This is a very important route.

Casady would like to have the flow of truck traffic described now. Legg explained that right now, trucks are using 148th Street. Dingman noted that 148th St. is currently being used as the de facto bypass. The other is 162nd Street. Casady inquired if Waverly has any ordinances for truck traffic on Amberly Rd. Dingman doesn't believe they do.

Barnes wondered if freight is being included in the discussion. Legg believes it is something worth looking into.

OTHER:

Dingman is glad to have Allan Zafft aboard and that the meeting agendas have gone digital.

There being no further business, the meeting was adjourned at 2:15 p.m.